

Southern Railway Passenger Stock

by R. E. Tustin

No. 13. L.B.S.C.R.
Stroudley 4-wheeled stock

THE oldest stock which passed from the L.B.S.C. Rly. into the hands of the Southern at the 1923 amalgamation, was a series of light 4-wheelers, with bodies 26 ft. long by 8 ft. wide. These had been built by Mr. William Stroudley, soon after he took charge at Brighton Works, in 1873. With a "Terrier" as motive power, they were used for services on the South London line, and also on the East London line through the Thames Tunnel. They were exceptionally suitable for these workings in view of their very light weight—only 6 tons 2 cwt. for the third-class vehicles—showing a weight ratio of only 2½ cwt. per passenger.

and are shown in the accompanying drawings. Probably all were originally built with oil lighting, but the L.B.S.C. Rly. was one of the most go-ahead companies as far as lighting was concerned and electrical equipment on Stone's system was introduced on all passenger vehicles years before other companies changed over. Similarly the Brighton company were the first to adopt a really efficient continuous brake and it is worthy of record that by June, 1879, 53 engines and 513 carriages were equipped with the Westinghouse air brake.

When Billinton stock eventually displaced the Stroudley vehicles from the London suburban

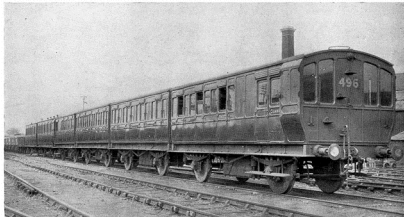


Photo by courtesy of]

A four coach set of Stroudley coaches in the Isle of Wight. The last two vehicles are ex-L.C.D.R. 6-wheelers converted to 4-wheelers, (The "paint-date" on the vehicles was 3/30)

[Locomotive Publishing Co. Ltd.

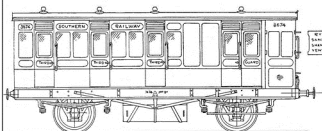
They were often run in sets of thirteen coaches at rush periods.

As far as I can ascertain there were two general types—the earliest were close coupled with centre buffers and were peculiar in that instead of the usual quarter-lights there was a long window from one door to the next, the compartment division only coming just above the bottom of the windows. All these vehicles appear to have been withdrawn from general service before 1923.

The later series were of conventional appearance

area they were relegated to workmen's trains and excursions, for which the company considered they were especially suitable as their light weight made the "dead weight-payload" ratio very attractive from the point of view of the traffic department. To base such working on figures is not, however, very practical, as was rather forcibly illustrated one day shortly before the 1914-18 war, when locomotive No. 591 Tillington, an 0-6-2T, of Class "E5," was in charge of a rake of 20 Stroudley 4-wheelers crammed to capacity with excursionists from Peck-

LB S C RLY STROUDLEY 4 WHEELED STOCK



3 CMP 3RD BRAKE



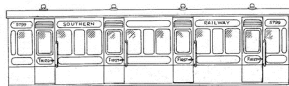
BRAKE END



5 CMP THIRD



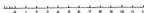
WESTINGHOUSE BRAKE



4 CMP COMP.

DRAWING SHOWS COACHES
AS RUNNING IN SETS OF 4
ON THE ISLE OF WIGHT

SCALE IN FEET



RETUSTIN 5/43

ham Rye to Brighton. As he was descending the bank into Brighton station the driver discovered that the train brake had "died on him" and he had only the engine brake to hold the train. Fortunately, *Tillington* held it, but it was a very near thing. The trouble was that the old vehicles were so overloaded that when applied, the brake blocks did not reach the wheels!

A few vehicles were shipped by the Southern to the Isle of Wight and lasted there until the early thirties. They ran as 4-coach sets made up with brake thirds at either end, the centre vehicles com-

prising a five compartment 3rd, and a four compartment *ex-1st*, with one compartment converted to a 3rd. Set 495 shown in the drawing comprised vehicles 3674, 1793, 5799 and 3686. Set 496 shown in the first photograph, had a 3rd brake numbered 4142, and it would thus appear that the vehicles were renumbered when they reached the island to bring their numbering into the regular series of island stock. It was rather curious that the S.R. latterly maintained blocks of coach and set numbers exclusively for the Isle of Wight and when stock was transferred from the mainland it was invariably

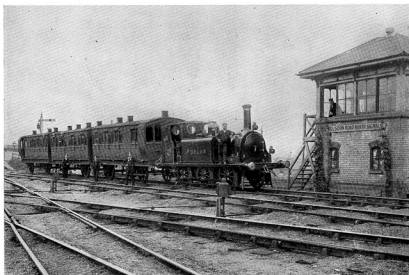


Photo by courtesy of]

Stroudley 4-wheelers in the "eighties." Terrier No. 70, "Poplar" and train comprising, two 3rd-Brakes and one four-compartment 1st in the original mahogany finish and with oil lamps. Note the spoked wheels on the 3rd-Brakes and Mansell wheels on the 1st. The board over the guard's doors reads "Seldon Rd. and Woodside"

[F. M. Gates

renumbered into that series.

Route boards similar to those used on the S.R. electrics were used on the island. Three examples of their wording were as follows:—

Ryde Sandown Shanklin Ventnor

Sandown Merstone Newport Cowes

Brading St. Helens Bembridge

On the Stroudley vehicles these boards were carried in brackets affixed to the end lookouts.

On the mainland Stroudley vehicles were used in the Lancing Works train, which contained one or two intermixed with Billinton stock until the train was replaced by an L.S.W. bogie set in about 1935. It is interesting to note that the old set was the last steam train on the Southern mainland to be fitted with the Westinghouse brake. All Isle of Wight trains, however, still use that brake to this day.

L.M.S. Diesel Electric Locomotive No. 10000

(Continued from page 42)

have the copper wire at the weakest point to give strength and prevent holes.

The roof details and other odds and ends were then fitted and the job cleaned up in general. Perspex windows are held in position by small metal clips as a final finish to the cab, together with the rear bulk-heads in the driving cabs. These are fitted with doors to the motor compartment, tool boxes, and other details. The finished article is painted down in the standard black and silver colours as laid down for diesel locomotives.

The model took approximately 820 hours to build at a cost of 70s.

In conclusion, I should like to acknowledge the advice and assistance of Mr. K. Simmons, of St. Albans, who helped with the painting. I should also like to express my thanks and appreciation to Mr. A. P. Hunter, of British Railways, Midland Region, Derby, for permission to inspect and measure the original. Without this personal inspection it would not have been possible to model such a large amount of small detail.